

**City of Greensboro Planning Department
Zoning Staff Report
March 14, 2005 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: J
Location: West side of Flemingfield Road between Huffine Mill Road and Burlington Road

Applicant: Tripp Bunker, Landcraft Management, Inc.
Owner: Velma H. Loy

From: County Zoning RS-30 Residential Single Family
To: City Zoning Conditional District – RM-18 Residential Multifamily

- Conditions:**
- 1) All uses allowed within the RM-18 zoning district shall be excluded except single family and multifamily residential.
 - 2) Site conditions and modifications recommended by the Traffic Impact Study shall be incorporated into the site plan.
 - 3) Total density shall be at least 5.5 dwelling units per acre, but shall not exceed 6.5 dwelling units per acre.
 - 4) At least 130 but not more than 195 of the dwelling units shall be single family homes.

SITE INFORMATION	
Max. Developable Units & Density	799
Net Density of Developable Land	244 - 288
Existing Land Use	Undeveloped / Rural Residential
Acreage	44.408
Physical Characteristics	<i>Topography:</i> Rolling <i>Vegetation:</i> Open fields / Wooded <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Moderate Residential
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Rural Residential	Co. RS-30
<i>South</i>	Rural Residential	Co. RS-30
<i>East</i>	Rural Residential	Co. AG
<i>West</i>	K-Mart Distribution Center	CD-LI

ZONING HISTORY		
Case #	Year	Request Summary
		N/A

DIFFERENCES BETWEEN Co. RS-30 (EXISTING) AND City CD-RM-18 (PROPOSED) ZONING DISTRICTS
Co RS-30: Primarily intended to accommodate low density single family detached dwellings on large lots in areas without access to public water and wastewater services. The overall gross density will typically be 1.3 units per acre or less.
City CD-RM-18: Primarily intended to accommodate multifamily uses at a density of 18.0 units per acre or less. See conditions for use limitations and other restrictions.

TRANSPORTATION	
Street Classification	Flemingfield Road – Minor Thoroughfare.
Site Access	One access is proposed to Flemingfield Road as well as northern and southern street stubs.
Traffic Counts	24 hour counts unavailable.
Trip Generation	24 Hour Weekday = 2,203, AM Peak Hour = 171, PM Peak Hour = 219.
Sidewalks	Requirement per Development Ordinance.
Transit	No.
Traffic Impact Study	Yes, required per TIS Ordinance. See the Additional Information section of this staff report for the Executive Summary of the TIS.
Street Connectivity	N/A.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, Eventually flows into South Buffalo Creek
Floodplains	None
Streams	Main channel is perennial. It requires a 50' buffer on each side measured from top of bank, top of steep slope, or edge of contiguous wetlands (whichever produces a greater buffer). The first 15' of the buffer is undisturbed and the next 35' can have no occupied structures and a maximum of 50% BUA. There are also 2 other unclassified channels on the site. If perennial, they require the same buffer as the main channel.
Other	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
North	N/A
South	N/A
East	N/A
West	N/A

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Growth at the Fringe Goal: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

POLICY 4G.1: Promote compact development.

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

POLICY 9A.5: Continue to link City-initiated annexations and approvals of annexation petitions for water/sewer extension policies regarding designated growth areas.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Moderate Residential (6-12 d.u./acre): This category accommodates housing types ranging from small-lot, single-family detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: This property abuts the primary city limits on its west side, which adjoins the east property line of the Kmart Distribution Center.

The property is within the Tier One (Current Growth Area) on the Growth Strategy Map of Connections 2025. It is now occupied by two single family dwellings.

There is a 12-inch water line in Burlington Road, from which the developer would have to extend a water line up Flemingfield Road to serve the property. An existing 12-inch sewer outfall runs through the southeast corner of the property and the property drains toward that outfall.

Because City vehicles would have to drive through some unannexed property to reach the subject property, the provision of most City services would be comparable to their provision to a satellite annexation and involve about 0.4 mile of additional travel beyond the previous satellite annexations along Burlington Road.

At the February 15, 2005 meeting, the Greensboro Planning Board unanimously recommended in favor of the annexation.

This property is classified as Moderate Residential (6 to 12 dwelling units/acre) on the Generalized Future Land Use Map of Connections 2025. The CD-RM-18 original zoning classification is consistent with that land use designation.

This proposal provides the potential for mixed housing types within the development. It will help contribute to the mix of residential uses in an area that currently consists of scattered, very low density residential development. Furthermore, it meets Connections 2025 policies for compact development and the provision of affordable housing opportunities.

GDOT: No additional comments.

Water Resources:

Possible on-site detention may be required to meet quantity ordinance.

Site may potentially have wetlands. If any disturbance to wetlands is proposed and/or any stream crossing is proposed permits will have to be obtained from the state and corps of engineers prior to construction.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

ADDITIONAL INFORMATION

I. Executive Summary

The Flemingfield Road Development is proposed to be located along the west side of Flemingfield Road, in Greensboro, North Carolina. This proposed residential development is planned to consist of 144 units of single family detached housing and 120 units of condominium/townhouse. The expected buildout year is 2009; therefore the study year is 2010.

The purpose of this report is to evaluate the proposed development in terms of projected traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and to recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for transportation improvements needed to meet anticipated traffic demands. This report examines existing conditions, 2010 no-build conditions, and 2010 build-out conditions.

According to the preliminary sketch plan, the development is proposed to have one (1) unsignalized full movement access on Flemingfield Road. There are two stub street connections, one to the north and south of the development that will provide access to future development.

The proposed development is projected to generate approximately 2,203 trips per day.

A summary of the Highway Capacity Software Analysis analyzed using Synchro version 6.0 is shown in the following table:

Flemingfield Road Development Level-of-Service Summary						
Intersection	2005 Existing		2010 No-build		2010 Buildout	
	AM	PM	AM	PM	AM	PM
E. Wendover Ave / Burlington Rd / Penry Rd	B (10.4)	B (11.1)	B (16.3)	C (25.7)	B (17.7)	C (30.7)
Burlington Rd / Flemingfield Rd	# (0.5) C (21.3) EB	# (0.2) C (17.6) EB	# (0.8) E (39.2) SB	# (0.3) D (26.4) SB	# (22.7) F (401.0) SB	# (1.8) E (49.4) SB
Flemingfield Rd / Huffine Mill Rd	# (1.3) A (9.6) NB	# (2.0) A (9.3) NB	# (1.3) A (9.9) NB	# (2.0) A (9.5) NB	# (1.6) A (9.6) NB	# (2.3) A (9.6) NB
Flemingfield Rd / Site Access	N/A	N/A	N/A	N/A	# (6.6) A (9.2) EB	# (5.8) A (9.0) EB

- No letter value assigned by Synchro, only overall intersection delay

The table illustrates that the proposed development will have an impact on the operations at the Burlington Road / Flemingfield Road intersection. This intersection is predicted to be operating at an unacceptable level of service for the minor movement with or without the proposed development during the AM peak hour. Except for this location, all other intersections and minor movements are predicted to operate at acceptable levels of service.

Recommended Improvements

This study shows that minor improvements will be required to provide safe and efficient ingress and egress as well as to enhance traffic operations and public safety in the vicinity of the proposed development. Based on the analysis performed and on-site observations of existing traffic conditions, the following improvements are recommended to be evaluated with the development of the site plan:

- Construct an exclusive northbound left turn lane on Flemingfield Road at the site entrance that meets or exceeds NCDOT and/or GDOT standards. The minimum storage length should be 100 feet.
- Construct one full movement driveway to access the proposed development to meet or exceed NCDOT and/or GDOT driveway standards. A minimum 100 feet of sight distance is needed for a two-lane road designed for a passenger vehicle⁵.

Conclusions

This study shows that the proposed development will not have a significant impact on traffic operations along Flemingfield Road area and intersections. The minor southbound movement at the Burlington Road / Flemingfield Road intersection is expected to have significant delays. This is not uncommon for minor roadways intersecting with major thoroughfares. Other than this intersection, there are no unacceptable delays predicted for any of the study area intersections or minor movements. The traffic projected to be generated by the proposed development should not materially endanger public health, safety, or welfare.